

(k) PACKARD: The operation of the three (3) 1½-ton Packard trucks was quite satisfactory throughout the trip, and very little trouble was experienced with them.

One or two fan belt repairs were made, and the carbon removed and valves ground in all three of these trucks at Omaha.

The Dixie Magneto gave generally satisfactory service on the Packards.

The clamp (#66919) which holds together the steering gear shaft and the steering wheel shaft became loosened on one Packard, and permitted the key to fall out, making it impossible to steer the vehicle until replacement had been made.

The Timken roller bearing in the right front wheel of one Packard broke up in service, probably because of defective material in the rollers, which signs were damaged. This bearing did not contain a graphite lubricant.

(l) RIKER: Of all the heavy, rear-drive trucks in the train, the three (3) Rikers made the best showing, and it is believed they are the most satisfactory trucks in their class adopted by the Army. Very little trouble was experienced with these vehicles.

This truck also employs a "V" fan belt, which gave some trouble due to the machine screws which fasten them together pulling through the leather, or breaking, a complete replacement being generally required. The installation of this "V" belt was not thoroughly understood by the men, and frequently the belts were stretched and twisted before they learned how to install the belt properly.

The wrist pin lock screw in one piston of a Riker engine fell out, permitting the wrist pin to creep in its bearing, and resulting in the piston cracking through an oil groove. The driver, however, was able to note the trouble before any serious damage had been done to the cylinder.

The Ball & Ball Carburetor used on this truck had the automatic air valve pulled from its fastening, and the valve and spring were apparently lost in the carburetor or in the engine, thus preventing the engine from idling. As no extra parts were carried for this carburetor, a makeshift repair was made by tying coarse cloth over the air intake, with satisfactory results. This carburetor is not suitable for military purposes because of the exposed cams, rollers, and levers, which are subject to excessive wear.